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CALENDAR OF ILLINOIS HISTORY.

April 3, 1822—Postoffice established at Salt Creek, Macon County, Illinois. Mahlon Hall, Esq., was appointed postmaster. This postoffice is on the mail route between Decatur and Bloomington.

SUPPORT THE HOSPITAL.

Civic pride, if nothing else, ought to induce the people of the city of Ottawa to vote the bonds for a new hospital. Every doctor in town will voice his opinion that the present hospital is absolutely inadequate and everyone who has had any experience in building knows that you cannot patch up an old building without a large expense. No contractor will undertake such a job or contract, because when once you begin to repair an old building, you never know where to stop.

Without seeming to unduly criticize the present hospital equipment, we know that it is twenty years old, everything is run down and any sort of repairs would run into thousands of dollars. People ought to exercise the same business judgment in deciding on this question as they do in their own affairs.

The Chamber of Commerce is talking about boosting Ottawa and making it a live, progressive town, but it seems to us that they can do nothing more to boost the city than to give the people a first class hospital. We have everything else in the line of parochial, of grade and high schools, water works, electric lights, paving—everything that goes to make the city a model of its kind, and we cannot see how any public spirited citizen will look at his pocketbook so long that he is unwilling to contribute the small amount of additional taxes needed to make this improvement. It is true that the taxes are high at present, but they are high everywhere and it seems to us that the taxpayer would get more for his money out of this improvement than in any other way.

This proposition ought to appeal particularly to women of the town. Sickness and suffering appeal particularly to the woman's heart and it is to be hoped that every woman will make herself a committee of one, not only to vote, but to see that her friends and neighbors get out and vote.

The new plans provide a large number of ward beds and also of the cheaper rooms, and this will bring the use of the hospital within the means of those who are unable to pay large hospital prices. We owe it to our workmen to provide them a place to go when injured or ill.

There is no doubt whatever but that the present force could take care of the enlarged hospital. What is called the overhead charges would remain the same. The buying being done in larger quantities, could be done to better advantage. There would, of course, be additional cost for light and heat. The nurses home, which now costs the city approximately \$1,000 a year, could be abandoned and the nurses housed in the present building or the new one.

We believe that people should consider this question carefully and go into all the details and balance up against the few cents each year of additional tax against the privilege of having a first-class hospital into which they could go or take their families.

GOETHALS' NEW JOB.

When General Goethals returned from the Canal Zone, there was much speculation as to what he would do next. It was felt that there was no job in the country too big, or quite big enough, for the builder of the Panama Canal. Many engineering and administrative places of great responsibility were offered him. Nearly all of them combined high salary with opportunity of important public service. It was accepted as a matter of course that he would accept no task that was not of genuine public value.

Well, General Goethals at last has made his choice. Our greatest public builder has decided what he will build next. And what do you suppose it is? He will build roads. Just plain country roads. He has accepted the position of state engineer for New Jersey. His salary is said to be \$30,000 or \$35,000, which is absurdly small for a man of Goethals' caliber. Many engineers with only a tithe of his ability are getting much more than that from private corporations. Goethals could easily get \$100,000 a year if he wanted it. But apparently he doesn't want money. He only wants opportunity for conspicuous service. And having built the greatest waterway in the world, he proceeds to the natural and logical work of building land highways.

It may look like a step down. He will have the spending of \$15,000,000 that New Jersey proposes to invest in a state highway system—a thoroughly respectable sum, as state road appropriations go, but petty compared with the money the general has had at his disposal in the past. Yet he is satisfied. And he is right.

General Goethals unquestionably regards his new undertaking as no less dignified than the one that won him world fame. He recognizes the tremendous importance of good public highways for the agricultural, social and commercial development of the country. He knows that he has merely passed from one big national service to another big national service.

Could there be any more convincing lesson in the value of good roads?

JUDGE LARDIN.

The death of Judge Lardin removes from our midst one of our foremost citizens, deprives the county of an able executive, and, above all else, takes from the widows and orphans a friend and protector which will be hard to replace. Judge Lardin was an honest and fearless magistrate. He played no favorites. The small estate was given the same careful consideration as the one reaching into the thousands. It was always a source of great satisfaction to Judge Lardin to know that he was regarded as the friend of the widow and orphan, and that his labors in their behalf were appreciated. He always stood for what was good and best in all his labors. It was due chiefly to his efforts that the La Salle County Detention Home was built. It was a much-needed institution, and as the years go by its work and usefulness will be better appreciated. As a monument to the service of any public servant, no headstone or marker, however ornate, could be more lasting or appropriate than the Detention Home, and the supervisors would do a very charitable act if they would see that a tablet in memory of Judge Lardin is placed in this building.

His long public service was built upon his stalwart adherence to the principals of right. His was a life of uprighteousness without divergence. To deliver unto the people a service for which they were grateful was his only hope and aim. Of the old school, as modern days sees that stalwartness of Puritan blood giving way to a new Americanism, Judge Lardin has set the pace for any and all his successors. While it will be difficult to find his equal, the people of La Salle County will not permit of the selection of any one but the man who can fill A. T. Lardin's shoes. The office has been vacated by the unwelcome workings of fate. Fortune must aid in the selection of that man who will be designated to follow in a great predecessor's footsteps. His leaving makes a void in La Salle county's public life. To those "at home," death's visit to such a valiant fighter, with so noble a character, is nothing short of a calamity.

THE FARM LOAN ACT.

Plans for the opening of the Federal Farm Loan banks are now completed, according to Herman W. Danforth, of Washington, Tazewell county, Ill., president of the Federal Farm Loan bank of the St. Louis district, and who has just returned from a conference of the different bank presidents of the twelve districts, which was held in Washington a few weeks ago. Here are some of the facts pertaining to the loaning of money to the farmers through these banks: The conference has fixed a flat rate of interest of 5 per cent on the money loaned the farmers; that a farmer can borrow as high as \$10,000 from the government; that the federal land bank bonds would be placed on the market at 4 1/2 per cent, but would be probably sold at a premium; that the farmers must organize themselves in groups of ten, and each group borrowing at the least \$20,000; that the farmers will be permitted to borrow money on not over 50 per cent of the appraised valuation of their land, plus 20 per cent on the permanent improved improvements; that the period of the loan will be at the option of the borrower, not less than five years or more than forty years.

This new banking system is purely co-operative. It is for the sole use of the farmers and prospective farmers. Farmers will eventually own all the stock of the Federal Land banks and they will elect the officers of these banks. There is no opportunity for individual profit in the entire system.

AUTOMOBILE FIGURES.

One of our bulwarks of automobiles has gathered some interesting statistics on the industry. He found that there are 3,108,468 automobiles in forty-seven of the leading countries.

On the industry in the United States he gave out the following figures, as the result of his investigation: Motor cars now registered in the

United States, 2,500,000.
Value of cars owned in the United States, \$2,300,000,000.
Average value per car, \$1,000.
Number of cars to each mile of American highways, 1.
Proportion of cars to United States area, 1 car to each 1.5 square miles.
Increase in real estate values due to transportation by automobile, 192 to 400 per cent.
Value of cars exported in 1915, \$100,000,000.

COMPULSORY ARBITRATION.

Chief Justice White of the United States Supreme Court in handing down the decision on the Adamson law did the country a service by issuing an "obiter dictum," a "judicial aside" delivered voluntarily to illumine an important aspect of the case which didn't happen to be at issue.

After holding that the authority of congress to establish an eight-hour railroad law is "not disputable," he proceeded to point out that the railroad employees themselves should not enjoy the strike privilege possessed by most workmen, because they are really public servants.

"Whatever would be the right," he said, "of an employee engaged in a private business to demand such wages as he desires, to leave the employment if he does not get them, and by concerted action to agree with others to leave upon the same condition, such rights are necessarily subject to limitation when employment is accepted in a business charged with a public interest."

"That right," he added, "is necessarily surrendered when the men are engaged in public service. They are comparable to soldiers in the ranks who, in the presence of the enemies of their country, may not desert."

This majority opinion of the court went further and specifically stated that men engaged, like the railroad brotherhoods, in a business charged with a public interest, are subject to the rights of congress to compel arbitration of disputes between them and their employers.

Thus the way is cleared for the enactment of a compulsory arbitration law such as President Wilson recommended to the last congress, to accompany the Adamson law. The new congress should take notice.

RAILROAD RIVAL.

The motor car has become a dangerous rival of the railroads, Samuel Felton says, and he is president of the Chicago Great Western, and ought to know. He refers mainly to the loss of passenger business, but if improved country roads brings about a system of motor trucking that would stop freight car shortages indeed.

The railroads of the United States are viewing the competition of the motor car with alarm. The whole vast continent affords the field for its operations. It multiplies its numbers, adaptability and efficiency and reduces its initial cost in a night and no man can place a limit on the sphere of its usefulness. It is free to pick up its owner or its passenger at any place and hour, and bear him whither he would go—not quite as straight as the crow flies, but almost as rapidly and surely as the rabbit runs.

You have only to stand on the corner of any of our main thoroughfares leading into our great cities, President Felton says, to see a procession of possible railway passengers numbering in the thousands going in and out every night and morning. At a point eight miles from the city hall in Chicago these motor cars fill by two hours night and morning at the rate of more than a hundred a minute at an average speed of 20 to 25 miles an hour.

But motor competition is not confined to the suburban traffic. There seems to be no limit to the touring range of the motor car. There were something like 50,000 visiting motor cars registered in the state of Massachusetts last summer. Now, no one can tell within approximate figures how this affected the passenger revenues of the New England roads. It possibly cut into the receipts of the electric lines as well.

However, Felton goes on to say, there is one barometer by which we can arrive at some idea of the effect of the competition on railway passenger revenues. During the seven years, 1907 to 1914, in the face of active trolley competition, the passenger revenues increased at the rate of more than 3 per cent per annum.

We know that passenger revenues respond more quickly than freight revenues to any general prosperity, and we know from observation that in 1916 Americans, on account of the European war, traveled all over this continent in swarms beyond anything known in its history, and yet railway revenues from passengers in 1916, while showing an increase over 1915, when depression ruled the land, were actually \$7,000,000 below those of 1913, and more than \$12,000,000 below those of 1914. Had our passenger revenues in 1916 shown the normal increase over 1914, they would have yielded the railways of the country more than \$75,000,000. In fact, they were less than \$60,000,000. This loss of \$15,000,000 cannot be traced to any other cause than the motor car.

Nor is this surprising, for the government recently announced that there were 2,445,664 motor cars registered in the United States. These averaged a carrying capacity of at least five to the car.

DEMANDS PURE SEEDS.

State Senator Harold C. Kossinger, of Aurora, has offered a bill in the general assembly providing for a state pure seed code, similar to the one now in effect in Iowa, which was adopted recently and which was drafted after a standard law in operation in Canada.

A similar bill is pending before the house, and indications are that interesting sessions will be had before the committee of the two branches when the measures are considered.

Under present conditions Illinois is

New arrivals in Women's wear are most alluring at the big store.

T. LUCEY & BROS.

OTTAWA AND LA SALLE

Pre-Easter Showing of Ready-to-Wear Garments

With Easter Sunday so very near and this matter of spring clothes not yet settled by many women we feel that this Pre-Easter showing of new coats and suits is particularly timely. Our garments are all man tailored and made to our own special orders by the best manufacturers in the ready-to-wear business. Every garment guaranteed to be the same of style, workmanship, and quality. Quick delivery of one of these stunning coats or suits is possible because of their exceptional tailoring very little or no alterations will be necessary. We wish you would come in and see our assortment of ready-to-wear goods, which is complete now in every detail. Even if you do not intend to buy you will enjoy seeing this beautiful assortment.

SUITS

We have just received another shipment of suits for our Pre-Easter sale, and have now on display some stunning models for you to choose from. Suits in wool and silk materials cut in the very latest styles and tailored to perfection, in all the latest shades, priced from \$15 up to \$50. We are showing splendid assortment at \$17.50, \$20, \$22.50 and \$25.

COATS

In the very latest models in a great variety of materials in mustard, flame and apple green, as well as the more staple tan, grey, navy, black, etc. Prices range from \$7.50 up to \$50.

DRESSES

For any occasion in the latest approved styles for Spring. Street Dresses for ladies and misses in serge from \$3.98 to \$25.

Afternoon Dresses in plain or fancy silks, striped taffetas, Georgette combinations, etc., from \$6.98 up to \$25.

Party Dresses will be so much in demand for the after Easter functions and we have prepared for the wants of the public by buying a number of the latest models in evening dresses, made up in the new shades as well as dainty pinks and blues, and priced from \$10 up to \$35.

SKIRTS

In a splendid assortment of the latest styles made up in serge, silk, and mixtures, at all prices from \$3.50 up to \$20.

BLOUSES

Shipments are arriving daily of dainty blouses in crepe de chine, Georgette crepe, and chiffon, priced from \$2.50 up to \$7.

Lingerie Waists, featuring the Wirthmor, Wellworth, and the Fern waists, showing exceptional values at \$1. We receive a new assortment of these every Monday morning.



New fan: silks, crepe-de-chines and georgette crepes for springs, now on display.



EASTER GLOVES

Our assortment of kid gloves is complete, showing a splendid range of kid gloves at \$1.25, \$1.50, \$1.75 and \$2 per pair in ivory, grey, white, tan and the butter shades as well as the darker colors.

SILK GLOVES—We sell the best brand in the market in black, white and colors at 50c, 60c, 75c and \$1 per pair.

HOSIERY

We are exclusive agents for the two best brands of hose in the country, the Wayne-knit and the Onyx. Notwithstanding the rapid advance in prices our contracts for hosiery were made early and we are selling hosiery this spring at practically the old prices. Get your supply now before our present stock is exhausted, as our replenishing stock will have to be bought at a decided advance in price, and we will have to raise our selling prices accordingly.

CORSETS

The fit of your new Easter garment means more than the material that is in it, and no garment will fit properly over an old corset, so we would advise every lady to see that her corseting is correct. We carry the five best brands made to choose from, namely, the R. & G. the P. N., The Warner Rust-proof, La Camille front laced, and the Nemo self-reducing corset, especially designed for stout people. Corsets range in price from 50c to \$5.

Spring Painting

We handle the celebrated Sherwin-Williams Co. line of paints, varnishes, and brighten-up stains and finishes; also southern white lead in oil.

Visit our Wall Paper Department and see our new patterns of wall papers.

Wheeler & Malo

Successors to W. J. Graham.

'PHONE 101.

OTTAWA, ILLINOIS.

Produce Exchange

305 WEST MAIN ST., OTTAWA, ILL.

We have one thousand bushels genuine

Red River Valley Early Ohio Seed Potatoes

We bought before the advance and can make low price. Quality fine and true seed. Our great buying power affords us to sell reasonable.

Our advice buy now, before they advance as they are sure to advance.

WE HAVE NO TELEPHONE.

Produce Exchange

National Hotel Bldg.

305 WEST MAIN ST., OTTAWA, ILL.

Treating Maniacs With Water.

The modern physician is soothing lunatics with nothing more or less than water, according to an article by John E. Lind, M. D., in Popular Science Monthly. There are three ways of giving the water treatment—by the pack, by the "Scotch douche" and by the continuous bath. All three methods are proving with notable success.

Some Climate!

It is a natural law in California, especially in the southern part of the state, that folks grow young instead of old. Every time a rose fades in this sweet land its color fluids its way into the cheeks of some visitor from the east who has come here to seek his health which only a climate like this can give.—Los Angeles Times.

Children Cry FOR FLETCHER'S CASTORIA